

Advertisements.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

A MEETING will be held TO-MORROW (FRIDAY) EVENING, at 8.30 and all MEMBERS of the B. M. M. O. A. are earnestly requested to attend.

W. Candler, Secretary.
Hongkong, 30th July, 1896. [1202]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"PYRRHUS."
Captain Bait, will be despatched as above TO-MORROW, the 31st instant, at 10 A.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th July, 1896. [1133]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above Ports TO-MORROW, the 31st instant, at Noon, and as previously notified.
For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 30th July, 1896. [1192]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.
THE Chartered Steamship

"BALMORAL."
Captain McRitchie, will be despatched for the above Ports TO-MORROW, the 31st instant, at 5 P.M. instead of as previously advertised.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 30th July, 1896. [1130]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"YUENSANG."
Captain W. W. B. will be despatched as above on SATURDAY, the 1st August, at 4 P.M. instead of as previously advertised.
This steamer has superior Accommodation for First-Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th July, 1896. [1126]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"CHELYDRA."
Captain R. Cass, will be despatched as above on SATURDAY, the 1st August, at 4 P.M. instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th July, 1896. [1187]

THE "PENINSULAR AND ORIENTAL" STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, LERIAN, GULF, CONTINENTAL and AMERICAN PORTS.

"MIRZAPORE."
Captain J. R. Lyden, R.N.R., carrying Her Majesty's Mail, will be despatched from this office for BOMBAY, &c., on THURSDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London, (under arrangement) will be transhipped at Colombo to a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 30th July, 1896. [1431]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.
CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration).
Monmouthshire, Saturday, 15th August.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MONMOUTHSHIRE"
will be despatched hence for PORTLAND, OREGON, via KOREA and YOKOHAMA, on SATURDAY, the 15th August.
Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. Monmouthshire has Superior Accommodation for Saloon Passengers.
For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 30th July, 1896. [1200]

Advertisements.

WIRTH'S CIRCUS.

NO PERFORMANCE
THIS EVENING

ON ACCOUNT OF DAMAGE DONE BY
LAST NIGHT'S TYPHOON.
WATCH ANNOUNCEMENT

FOR
NEXT PERFORMANCE.

Hongkong, 30th July, 1896. [1182]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

SOLE AGENTS IN THE EAST FOR CLEMENT
DUNLOP CYCLES—PRICES, \$18.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL.
Opposite the Telegraph Office.
[1202]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAIGON.
THE Steamship

"WUHU."
Captain Vaughan, will be despatched on
SUNDAY, the 2nd August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th July, 1896. [1185]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.

Any complaints should be addressed to the
Manager.
Hongkong, 30th May, 1896. [1427]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF

AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best English Machinery, embody-
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed
and placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Expenses
when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all addressed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 30th July, 1896. [1200]

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 30, 1896.

REUTERS' MESSAGES.

THE JAMESON TRIAL.
LONDON, July 28th.

Dr. Jameson and the others connected with the Transvaal raid have been found guilty. Dr. Jameson has been sentenced to fifteen months' imprisonment without hard labour. Sir John Willoughby to ten months, Major White to seven months, and the Hon. C. Coventry, Mr. Grey, and Colonel White to five months' imprisonment. The sentences on the Military involve the loss of their Commissions. The prisoners were conveyed to Holloway Gaol.

LOCAL AND GENERAL.

No plague cases to-day.

All the local Banks and Insurance Offices, notify that their offices will be closed on Monday next, it being a Bank Holiday.

CAPTAIN NICOLAISEN, of the Norwegian barque *Polystella*, succumbed to an attack of dysentery at Bangkok on the 16th inst.

THE distribution of prizes at Bellfield Public School takes place at 11 a.m. to-morrow. His lordship the Chief Justice has kindly consented to preside.

It is averred by a Sydney daily that a new cycle with solid rubber tyre and pneumatically hung frame is likely to replace the expensive and comparatively dangerous machine of to-day. The retail price will be under £12.

THE *Scientific American* is booming a bicycle built of wood by a Philadelphia lad who couldn't afford the steel article. Everything is wood but the driving-band, which is a leather strap. The machine is sold for a few shillings, and the 14-year-old inventor of it is said to have made a fortune.

THE cotton trade is, according to *Indian Engineering*, improving to such an extent that two or three new mills are to be forthwith started in Bombay. One of these is being promoted by Messrs. Killick, Nixon and Co., the grandsons of the Ahmedabad-Framji Railway. Nearly all the requisite capital has been already subscribed.

At far too late an hour for publication in *extenso*, we received yesterday a copy of the minutes of the last meeting of the Committee of the Chamber of Commerce, together with copies of correspondence therein referred to. We managed to get the minutes in our last issue, but were obliged, very reluctantly, to hold over the correspondence. This is very regrettable, as it was impossible to include the latter in our Mail Supplement that went forward to Europe to-day.

THE *Grafton*, which sailed yesterday for the north in strict accordance with orders—presumably if ordered to do so she would have left at the hour fixed by the Admiralty even if the centre of the typhoon was at that moment passing over the colony—put back to-day. She has probably burnt a lot of coal, had a tremendous "dusting," and been strained considerably in this ridiculous effort to give due effect to the orders of the Commander-in-Chief, who is cruising round about Hakodate.

WIRTH'S CIRCUS suffered severely by the typhoon last night, and has in consequence postponed its next performance until further notice. The large tent had been taken down, but the seats, wooden dressing-room, box and booking offices and the bamboo fences were one and all levelled to the ground, and a large portion of the materials are missing. This is a sad blow for the management, and it will take some time to put the place in order to receive the public again.

To subscribers resident at the Peak, West Point, and British Kowloon an explanation is due on account of the non-delivery to them of our last issue until this forenoon. It was quite impossible, owing to the violence of the typhoon, for our delivery-men to get any distance with the papers, and we therefore decided to deliver to those who reside at a considerable distance from this office the *mail supplement* and last night's issue together this morning. We regret exceedingly that it was impossible to deliver as usual and can only hope and trust that our friends will make due allowance in view of the fact that the irregularity was caused solely by circumstances over which we had no control.

THE Imperial Marine Insurance Co. of Japan—in the language of the Chrysanthemum Land, the "Tokuho Kaisho Hoken Kabushiki Kaisha"—with a capital of 3,000,000 *yen* (about £400,000) has started business in Sydney. Burns, Philip & Co. are the local agents. Considering that the Australian fire and marine insurance business is mostly done by foreigners already, and the local offices are fast being smothered by the stupendous mass of foreign competition, the Sydney *Bulletin* thinks this big Japanese office may as well add itself to the list as not. When every other nation is scrambling for a share of the business, a Japanese company more or less hardly signifies.

In his report on the trade, &c., of Hongkong during 1895 forwarded to the Secretary of State to-day, His Excellency the Governor writes:—"This will probably be one of the last Blue Book reports which I shall have the honour to address to you from Hongkong, and in concluding it I would point out that the expectations I formed and gave expression to, some four and a half years ago, and which were then adversely criticised and even treated in some quarters with derision, have been or are in course of being fulfilled. 1895 and 1896 have been exceedingly prosperous years notwithstanding various impediments, and I hope and have every reason to believe this colony, looking to its remarkable vitality, will, in the future, continue to advance in wealth and prosperity."

An interesting walking match has just been decided at Yercaud, in the Shevaroy Hills, in which Mr. Gompertz bet Mr. Laing twenty pounds that the latter would not walk twelve times between points making a total distance of 64 miles in twenty-four hours. The walk commenced at six o'clock in the morning and, according to the *Calcutta Statesman*, concluded at four o'clock the next morning, Mr. Laing winning the wager with two hours to spare.

THE *Japan Mail* report that the Shanghai Spinning Company (Japanese) was suspended for a time until the results of the new China and Japan treaty could be definitely ascertained. It had, however, purchased some land in Shanghai for £100,000 that has since neither been rented or sold. The value of land in that city has been greatly enhanced of late, and it is estimated that if the land was sold now the projectors would secure a profit of 60 per cent. When the cost of floating the company and its subsequent suspension are deducted, a profit of 20 per cent. is still left, and the company is advised to sell.

THE following from the Sydney *Bulletin* of the 4th July will interest the many friends of Chevalier de Kontski—Chevalier Antoine de Kontski, just now giving a series of pianoforte recitals at Melbourne Bijou, may be accepted as the most remarkable musical identity on earth. At the good old age of 80 he travels on his merits as a scintillating pianist, not less than on his ability to play from memory all the finest works of the famous composers, who knew him personally in the long, long ago. He is himself a composer of 300 sonatas, symphonies, oratorios, masses and operas. Had he died in 1829 he would have received the obituary notice due to an infant prodigy—yet he still lives. In childhood he was the petted pupil of Beethoven; in youth, he played marbles and darts with Chopin; and since he arrived at man's estate, he has given more performances in public, and kissed a greater number of royal hands, than any other classical musician that ever was. M. de Kontski, who is now Court Pianist to Kaiser William, dates his style of Chevalier from 1850, when the King of Saxony gave him his decoration along with the Art and Science medal which he wears upon his mainly bosom to-day.

News of the loss of the British barque *Belgore*, which loaded in Australia a short time ago, was received by the underwriters in Sydney on the 4th inst. The vessel was damaged and abandoned in a sinking condition 300 miles south by west of Cape Horn, the crew being picked up by the barque *Candida* and landed at Capetown. The captain tells a thrilling story: The *Belgore*, which was a vessel of 1,247 tons, was on a voyage from Calcutta to Buenos Aires, with a cargo of saltpetre. When 300 miles off the Horn she met a hurricane, during which she was totally dismasted. The falling wreckage crashed through the deck and smashed the pumps, and the cry soon went up that the vessel was sinking. An attempt was made to lower the boat, but failed. The boats were smashed, one of the seamen being killed. The crew were then compelled to stand by the wreck for two days. They suffered terrible privations, and had abandoned all hope, when the *Candida* hove in sight and rescued them from the sinking vessel. The ship *Glana*, bound from Iquique (Chile) to Hamburg, was dismasted off the Horn in the same hurricane, and the crew, like those on the *Belgore*, had a terrible experience. They were eventually rescued by the barque *Edinburgh* and landed at Natal, South Africa.

A TRIAL of a patent gold-saving process which will prove of great value, particularly on the fields where water is scarce, took place (states a Melbourne contemporary) at Bangle's machinery yards, North Melbourne, lately, in the presence of a large number of gentlemen interested in mining. The process in question is known as Phillips' patent dry gold-separating and ore-dressing process, and, as the name indicates, it provides a means of separating gold from the ore without the use of water. Further than this, not only is water not used, but mercury is also dispensed with. Apart altogether from many other advantages the fact that water is not required is sufficient to indicate the great value the new process will be on such a field as Coolgardie and others, where water is both scarce and expensive. Phillips' process may be shortly described as a system of gradual reduction followed by mechanical separation by means of endless belt-shaking tables, together with a suitable screening and classifying apparatus. The ore, after being crushed, passes into a revolving shaking screen. What is retained by the screen goes back for further crushing, and the rest passes on to the classifiers. These automatically divide the material into five classes or sizes, which are discharged into vanners, which work as concentrators, and save the gold pyrites and other valuable minerals, and a finishing vanner separates the free gold from the concentrates and delivers it clean enough for melting. The process has the additional advantage of requiring but little manual labour. Only two men—a feeder and an engine-driver—are required, and the plant will treat up to three tons of ore an hour, but the addition of more vanners and classifiers will increase the quantity which can be treated. Altogether the process is one of great promise, and the trial was highly successful. It is stated that this particular machine has been sent to the Golden West.

MEMORANDA.
TO-MORROW, 31st July.
American mail due.
11 a.m.—Prize Distribution at Bellfield Public School.
Noon.—Meeting of shareholders of the H.K. & C. and Macao Steamboat Co., at No. 18, Bank Buildings.
SATURDAY, 1st August.
Noon.—City of Rio de Janeiro leaves for San Francisco, via usual ports of call.
4 p.m.—*Olympia* leaves for Victoria, B.C., and Tacoma, via usual ports of call.
9 p.m.—Meeting of Zeland Lodge.

THIS morning at the Magistracy, a house servant was charged with the theft of \$300 in notes and an umbrella at Quarry Bay some two years ago, and, the evidence being sufficient, was committed for trial at the Criminal Sessions. While making his statement, and denying the theft of the money, he said, as interpreted:—"I left without permission. As I had no umbrella, I took my master's." He was, evidently of the same opinion as many of his betters in regard to this useful means of protection against rain!

RUMOURS have lately been arising at Calcutta regarding a supposed wreck on Socotra, and on the 16th instant the news was circulated that a passing steamer sighted another steamer on the rocks off Socotra Island. The vessel was divided, and in the forepart some fourteen men were seen clinging to the rigging. Owing to the roughness of the weather rescue was impossible. The Indian Marine steamer *Minto* was despatched in search, but was unable to approach the spot. She then proceeded to the rear of the island and landed a search party. No clue, however, was discovered. It was believed in Calcutta that the wrecked steamer was the *Curlow*, from Basle, with a cargo of rice for London.

CABLE TELEGRAM SERVICE.
HONGKONG, July 30th.

The following was issued as an express this forenoon:—
WITH JAPAN.—Situation unchanged. The cable steamer has been on position of break since Tuesday morning, but has not yet spoken.
The "Djouffa" route appears to be working fairly well.

A MAIL FOR NAGASAKI.—Clores at Shanghai to-morrow, July 31st. Telegrams to be forwarded by this means should reach us not later than 10.45 a.m. marked "By Post or Wire."

WITH EUROPE via Eastern.—Owing to floods in India there is some delay to-day on telegrams from Europe and America.
LOCAL.—The typhoon has not affected the cable service.

J. M. BECK.
For Manager-in-Chief.

THE *Army and Navy Gazette* states:—"It is satisfactory to know that the Indian contingent at Siam has with it several Maxim guns and 10,000 rounds of ammunition for each gun. A correspondent, writing from the Sudan, says:—"What can those thick now who a few years ago pronounced the machine gun a useless toy? We owe it to Lord Wolseley's wonderful foresight that this new arm first had a chance in our Army. It was a long time before the Government of India could be induced to give the Maxim a look in. Now that it has done so it is instructive to see what a prominent place it has taken in the Sudan in such warfare as that in the Sudan the weapon is invaluable. Has India enough of these guns? It would be well for the subject to be seriously considered, for there are many who hold strongly that it has not."

REUTERS informs us that "Dr. Jim," otherwise Dr. Jameson of Transvaal fame, has been sentenced to fifteen months' imprisonment, without hard labour, and his distinguished colleagues to lesser terms; also without hard labour. If this sentence of the Court were the closing scene of the political drama which has attracted so much attention to South Africa we might have cause to be pleased, but unfortunately the sentence passed on the impetuous Doctor is only sufficiently severe to induce adverse criticism from our neighbours and possibly ridicule among certain sections of British politicians. The sentence ends nothing in fact. It is a mere by-play and the scramble for African plains will go on just the same as before, with the same risk of serious conflict, the same force of independent government in the Transvaal, and the same, if not more, exhibition of envy, hatred, and malice towards Britishers in the little African republic.

IN Hongkong we have no municipality and the chances are that many a year will elapse before we get one. In Australia, however, they are as numerous as apples in autumn, as the following clipping tends to prove:—A side-splitting illustration of the *Bulletin's* recent remarks on the absurdity of three-ha'penny municipalities, gingerbread town-halls, and tin aldermen is the corporate catatonia that has overtaken the Lilliputian municipality of Five Dock (Sydney). This gorgeous little state couldn't meet the account of a creditor who dunned it for a few pounds; a bailiff took possession of its palatial Town Hall, and the office sticks were sold up and realised £30,000, or 7s. more than the debt plus the cost of bailiff. The buyer, being the father of an alderman, has let the municipality the furniture at a rental of 30s. a week, so that the worst of the crisis is over. Five Dock is municipally a quarter of a century old, though the present corporation is only a splinter of the old one. The latter was proclaimed in '71; it was divided into two in '80. Under the rotten condition of New South Wales municipal law, any area whatever may be separated from an existing municipality and proclaimed a municipality "on its own" upon the petition of two-thirds of "the electors" in that area. So that it would not be impossible to have a New South Wales municipality composed of three persons and a vacant block of land.

AMONG the shelves of English obituaries on the late Sir Henry Parkes, Australia's "Grand Old Man," the *Saturday Review's* brief notice stands out as about the truest yet penned:—"Undoubtedly a man of considerable talents, he rose to place and power by his gift of vigorous, rugged, and picturesquely ungrammatical oratory, for a time he was as followed by a section of the Antipodean public that he took himself quite seriously as a heaven-sent statesman. He regarded Australia as a Greater Britain, and himself as the greatest of Australians. A colonial egotist, he believed that what he could not do could be done by no one else in Australia. The fact that Australia has not come nearer to Federation than she is now is due in a large measure to his unbounded jealousy of other men's efforts. His inability to pay his debts seems to have convinced his admirers that he was an Australian Pitt. There is but one error—Parkes was not ungrammatical."

Mr. Thomas North Christie has again been re-nominated for the Ceylon Legislative Council, as the Planter's Member, in place of Mr. Giles-Walker.

It is reported from Madras that his Holiness Sri Jagat Guru, of Snigeri, has discovered a ruby mine, valued at more than forty lakhs of rupees, while certain of his fields were being worked. The matter having been reported to the Mysore Government, it is stated that the Government has placed the mine at the disposal of the Guru.

THE TYPHOON.

Not since the ever memorable typhoon of 1874, which did such immense damage both in Hongkong and in the neighbouring colony of Macao, has this fair "Isle of Fragrant Streams" experienced such a storm as visited us last night. It was not so much the force of the wind, though that was very great, that justifies this statement, as the fact that the strongest gusts struck Victoria from the north and north-east, in which directions there was no protection, so that the full force of Nature's manifestation of strength had unobstructed play. Early forewarned as we were, thanks to the messages from Manila and the notices sent out by the Hongkong Observatory, every preparation was made on all sides, so that the minimum of damage was done in the Colony itself, but what that is two hours' investigation of the streets of the city this morning amply showed. There is only too much reason to fear that it will be days before the full amount of damage done in the surrounding districts is known—if it is ever ascertained. We have yet to hear from Macao and Canton, where there is every reason to fear the storm was felt severely.

As we stated yesterday, long before noon the vessels in harbour began to run for shelter, and by 3 o'clock the fairway was nearly clear, while the shores of Kowloon Bay and the waters between Stonecutters' Island and Lanchow were filled with steamers, cargo boats, junks and sampans all seeking places where the storm might rapidly approach, might, if it came in comparative safety. Nearly every steam launch in a harbour noted for the numbers of these hasty craft, was busy, as long as it was safe to run, towing craft of all descriptions to places of safety, and by 4 o'clock, when the sea in the harbour rendered traffic impossible, nearly every vessel was snugly stowed away in some place of safety. The few large steamers which elected to ride out the storm where they were had double anchors and all chain on, and had steam up so as to be prepared for emergencies. And all these precautions were needed. The heavy launches ceased running at 4 o'clock, and by 5 o'clock an enormous sea was running in the harbour, seas were breaking in huge masses all along the Quay from East Point to Kennedy town, flying across the street and washing into the houses along the road. The concrete blocks near the new Club were in a specially exposed position, and long before dark were being constantly washed over by seas and spray. As darkness came on the storm increased, and owing to various mishaps to the electric light wires and street gas lamps, by nine o'clock the city roads were left in darkness. Various parties were patrolling the Quay to render any assistance needed, but in the intense darkness, with the blinding rain in addition, it was very difficult to remain there, and happily in but few cases, mentioned below, was assistance needed. The typhoon seems to have reached its height just about midnight, when the gusts of wind from the eastward were indeed terrific in force—108 miles an hour. By this time all the weak structures had collapsed, and the wind lost its force, the thousands of weary mortals who up to that time had been unable to rest dropped into a troubled sleep after a most trying night. By 7 o'clock this morning the wind had fallen to an ordinary gale, the rain ceased falling and the residents in the colony were able to take stock of the damage done.

THE OBSERVATORY REPORT.
The Observatory officials report to-day as follows:—"On the 29th at 4.40 p.m. it was almost certain that the typhoon would pass close to Gap Rock. At 5.45 p.m. two rounds of typhoon gun were fired. At 7 p.m. the velocity of the wind, then blowing from the East, was 108 miles per hour. On the 30th instant at daylight the Black Ball was hoisted. At 11.20 a.m. the typhoon entered the coast near Macao. Telegraphic communication between the Observatory and Hongkong was interrupted from 3.15 p.m. to 5.55 p.m. and has been interrupted since 7 p.m. yesterday."

A SAD FATALITY.
About 4 o'clock yesterday afternoon the American schooner *Wachoway*, formerly the well-known *Montara*, which was anchored in Wanchai Bay, near Kowloon Island, was seen to be dragging her anchors. This vessel was in command of Captain Norman Jay, who was best known here as an artist, who had taken charge of her but a few weeks ago, intending to run her up the West River as soon as that was opened. He came to know that the Chinese sailors on board. This vessel, despite all that those on board could do, gradually neared the shore, and in front of the Blue Buildings passed but a few yards off a short pier there. Here the Police were waiting with lines to rescue those on board, but Captain Jay insisted upon his Chinese companion leaving first, and he was safely landed on the pier with no further damage than a thorough wetting. Another line was thrown on board for the ship's master, and seeing it he jumped into the boiling sea, and willing hands began to drag him to safety. But the fated man lost his hold of the life-line, and was swept past the place of safety, and before another line could reach him he was dashed with terrific force against the stone-faced sea-wall just at the foot of Arsenal Street. This seems to have stunned him, as, after floating for a moment in full view of those who would have saved him, but to whom the boiling cauldron in which he lay was certain death, he sank and his body was drawn out to sea. It has not yet been recovered. The schooner stranded in front of the Ordnance Store yard about ten minutes later, on an even keel, and the seas did her no further damage than knocking her top hamper away. There she lies to-day, nearly dry, with her masts gone, but with her hull nearly as sound as when she left her builders' hands.

A STROLL along the Quay from east to west gives a vivid idea of the force of the storm, and a few details of the effect of what the strength of it must have been. The hard roadway along the sea-wall has been torn up in many places, deep cavities are visible, the temporary wooden piles erected in front of the Central Market and various places in the vicinity have been torn up and knocked to pieces. The bamboo scaffolding in front of the new Club building was blown down, and the masonry on New Palace

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING.

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 30th July, 1895.

TWENTY (20) PER CENT.

SAVING OF FUEL!

HOLDSWORTH'S
MICA COMPOSITION

FOR

BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896.

HONGKONG HOTEL,

PRAYA, APRIL 7TH 1896.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place AUTHENTICATED testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,

Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,
LUCIUS & BRUNING HOCHST AMAIN.Dr. KNORR'S LION BRAND
"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S

"MIGRAININE,"

(ANTIPYRINE—CAFFEINE CITRATE)

Is valuable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.
JEWELLERY, DIAMONDS, WATCHES,
CHRONOMETER & CLOCKMAKERS,
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL.
Opposite the Telegraph Office.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Adolphe's Watches—
awarded the highest Prize at every Exhibition—
and for Veilckinder and Sevan's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos 44 & 46, Queen's Road Central. 1895

LAND AND SEA MAY LIE
BETWEEN YOU ANDCHICAGO,
U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, etc.

MONTGOMERY WARD & Co.,
111 to 113 Michigan Ave., Chicago, U.S.A.

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"
Captain Evans, will be despatched for the above Ports on or about the 31st instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd July, 1896.

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

THE Steamship

"BISAGNO,"
Captain Mancini, will be despatched as above on SATURDAY, the 1st August, at 5 P.M.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 27th July, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"
Captain Finlayson, will be despatched on TUESDAY, the 4th August.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th July, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on TUESDAY, the 4th August.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th July, 1896.

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RIO SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"MARIA RICKMERS,"
Captain E. Berg, will be despatched as above on THURSDAY, the 5th August.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 29th July, 1896.

"HREN" LINE OF STEAMERS.

FOR HAVRE, LONDON AND ANTWERP.

THE Steamship

"BENGLOE,"
Captain Thomson, will be despatched as above on the 4th August.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 29th July, 1896.

"STRATH" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHNEVIS,"
Captain Pailly, will be despatched for the above Port on or about the 10th August.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 18th July, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"
James, Commander, will be despatched on TUESDAY, the 11th August, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th July, 1896.

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA

PROPOSED SAILINGS

(Subject to Alterations)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOI, HONGKONG, SINGAPORE, JAVA

FROM HONGKONG.

S.S. Federation ... To JAVA ... August.

S.S. Germania ... To JAVA ... Sept.

S.S. Carina ... To JAVA ... October.

S.S. Germania ... To JAPAN ... August.

S.S. Carina ... To JAPAN ... Sept.

S.S. Federation ... To JAPAN ... October.

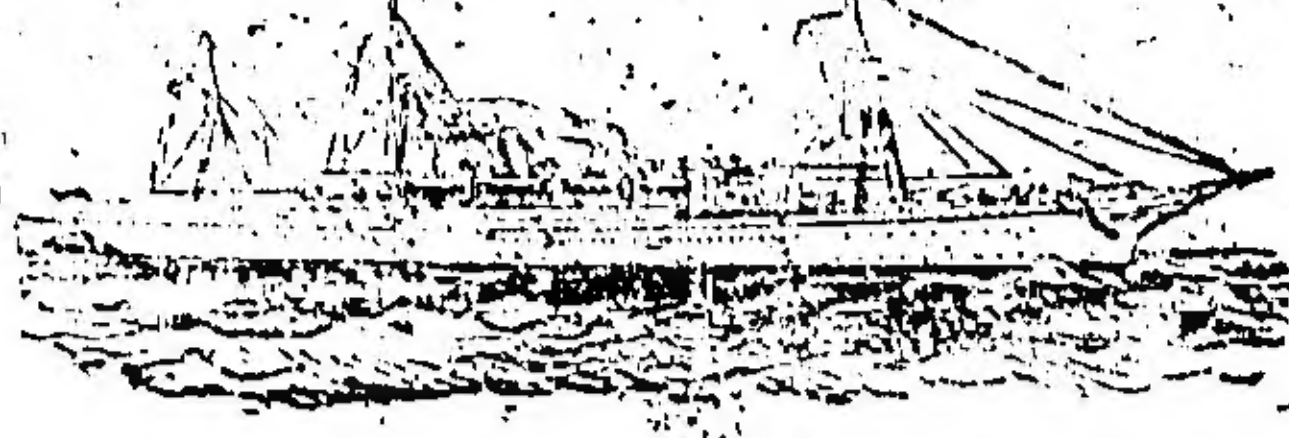
General Agents for China & Japan, LAUTS, WEGENER & Co.

Hongkong, 27th July, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 22nd July, 1896.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE Steamship

"HUPEH,"
will be despatched on or about WEDNESDAY, the 4th August, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canada and United States Ports.

For Particulars as to Rates, &c., apply to

D. E. BROWN,

General Agent.

Hongkong, 22nd July, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OCEANIC CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galle (via Nagasaki)... Saturday, 8th August, at Noon.

Doric (via Nagasaki)... Tuesday, 25th August, at Noon.

Belge (via Nagasaki)... Saturday, 12th Sept., at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, in European Offices in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th July, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JULY'S FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

24-B, Buildings.

Hongkong, 6th March 1896.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia ... 1,608 | Saturday ... Aug. 1.

Bramar ... 1,601 | Sunday ... Aug. 16.

Tacoma ... 1,659 | Thursday ... Sept. 3.

Victoria ... 1,167 | Monday ... Sept. 21.

Olympia ... 1,608 | Friday ... Oct. 9.

Columbia ... 1,601 | Tuesday ... Oct. 27.

THE Steamship

"OLYMPIA,"
Captain Truebridge, sailing at 4 P.M., on SATURDAY, the 1st August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 25th July, 1896.

NORDDEUTSCHER LOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

V.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen ... Tuesday ... 18th August.

Dagern ... Tuesday ... 15th Sept.

Prins Heinrich ... Tuesday ... 13th Oct.

Prinzess ... Tuesday ... 10th Nov.

Sachsen ... Tuesday ... 8th Dec.

Dagern ... Tuesday ... 5th Jan.

Prins Heinrich ... Tuesday ... 2nd Feb.

Prinzess ... Tuesday ... 2nd March.

ON TUESDAY, the 18th day of August, 1896, at 4 P.M., the Company's Steamship "SACHSEN," Captain H. Supper, with PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 15th Aug. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 17th Aug. and Parcels will be received at the Agency's Office until NOON on MONDAY, the 17th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 21st July, 1896.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SOCOTRA,"
Rohde, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,